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PHILADELPHIA, SATURDAY, OCTOBER 24, 1914.

furnish elements of beauty often absent from suburban areas, and their easy accessibility makes them ideal places of residence for the tired city man. It is not to be wondered at that the Overbrook residents are protesting vigorously against the establishment of a freight yard in their midst. Undoubtedly the ordinance permitting the Pennsylvania Railroad to build the yards will be so withdrawn from Councils. It should be so withdrawn at once. If the railroad must have more yard space, another site should be chosen and one that will not mar the exquisite environs of Philadelphia.

**Rascality, Rampant Rascality**

THE charge is that Mr. Penrose personally contributed one-third of a corruption fund of \$188,000 used to defraud the Reburn Administration. It is not rumor that connects his name with this illicit procedure. The accusation is specific and direct. It is made by men who pass for responsible citizens in this community. It is brought by a newspaper of comparatively large circulation. The charge is repeated day by day; it is being reprinted all over the country.

The Evening Ledger is convinced that the revival of dominant Republicanism depends on the defeat of Penroseism, but far more dangerous to the welfare of this community than the temporary success of Mr. Penrose would be his defeat by means of a malicious lie. If a journal can spread a lie with impunity the good name and standing of no citizen is safe. The most terrible of all blights on a city is a dishonest newspaper.

The issue, therefore, is larger than politics. The election will not end it. For their own self-protection, Pennsylvania and Philadelphia demand that Mr. Penrose prove that malice and falsehood have actuated the newspaper that accuses him of rascality. The Vares, mere mannikins ordinarily in the hands of such expert string-pullers as Mr. Penrose and the chief of his contractors, are incidental victims. It is the whole Commonwealth that is at stake under Mr. Penrose's careless treatment of his own and other people's reputations.

**A Foolish Bond of Fate**

**GALLERY-PLAY** or a gamble, which is the insuring of Westminster Abbey against destruction by airships? Certainly there is no common sense in it.

It seems very unlikely that bombs dropped from the skies can do any considerable damage; Rheims was under bombardment by field artillery, which is another thing. Moreover, they can hardly damage the spiritual fabric of the Abbey, the inner essence of national worship which caused Kipling to write of it as the thing "that makes us we."

If complete destruction, however, should come to this emblem of England's glory done in stone, what use would be the \$750,000? No millions could call back the chapel here in the days of Edward the Confessor or rearticulate the sacred bones of poets and statesmen from the times of Chaucer.

**A Prediction**

**MR. PENROSE**, if elected on the face of the returns, cannot take his seat in Washington without dragging the good name of Pennsylvania through the mire and preventing the enactment of a protective tariff for another six years.

What right has Penrose to expect the votes of men who live in the Commonwealth that William Penn called "a holy experiment"?

What right has Penrose to expect the votes of men who belong to the party that Lincoln built by the rugged strength of his honest personality?

What right has Penrose to expect a part and place in government that has been consecrated and made sublime by such men as Grant, Garfield and McKinley?

What right has Penrose to expect the support of men whose most sacred and cherished interests are their homes, their churches and the schools of their children?

What right has Penrose to expect the votes of men who know that the liquor business is filling our prisons, penitentiaries and poor-houses?

What right has Penrose to expect the votes of men who will have to hang their heads and apologize for their State for six more years if he is elected?

**A Mad Musician**

**WAR** is a venom that drives men mad—indiscreetly mad sometimes. Even a great composer is not proof against it. Saint-Saens is credibly reported to have burst forth with the grandest and the meanest asininity of the war: "It is now as impossible for any Frenchman to demand to hear Wagner's opera as it would be to go to applaud a marvelous singer who had injured one's mother."

When Alexander sat upon his throne listening to music—so Dryden told us—and the strains turned martial, the monarch threw back his chest, assembled his mental minions and in imagination

Poor old Wagner, who was exiled as a revolutionary against German aristocracy, on his head be Rheims and Louvain. Kill the dead foe!

But, seriously, what are the Allies going to do for music if they put an embargo on Wagner, Bach, Beethoven, Mozart and Mendelssohn, not to mention present-day Strauss?

After an Arbor Day Director Norris would like to see a Harbor Day.

"Habitual hedge" is an excellent description of the position of Councils on the electric rates.

Keats hardly touched the virtues of autumn in his long celebration of that season. Fall styles were a later invention.

In the light of recent developments up in Mr. Crow's country, it is excusable to repeat the aphorism: Registration is vexation.

By carefully reading the American papers those war correspondents ought to be able to keep up with what's going on at the front.

What a Congress! After working almost a solid year it threatens to make the President haul out a neglected constitutional power to adjourn it.

Between the Vares and the voters, Mr. Penrose is in an interesting position as anything the war has shown. Even a strategic retreat looks impossible.

A party of "co-eds" gazed reverently yesterday on Penrose's empty chair in the Senate. After November 5 every visitor to Washington will have the pleasure.

**STATUS OF RAPID TRANSIT**  
**Ratification of Suggested Program by Union Traction Company and City Councils Should Not Be Delayed—Philadelphia Ample Able To Finance Great Project—Existing Lines Assured Fair Treatment.**

The necessity for rapid transit becomes more and more apparent daily. The surface lines have reached the limit of their capacity during the rush hours. They are handling the maximum traffic of which they are capable. Realizing this, the Philadelphia Rapid Transit Company has agreed to a tentative program for the operation of the new lines. This contemplates the abolition of all exchange tickets and the granting of universal transfers. In the following statement, the exact status of the transit program is authoritatively given. It will be followed by a series of articles by section and visualize the benefits to be obtained by the building of the new system. The destiny of Philadelphia cannot be realized until its transportation problem is solved.

**PHILADELPHIANS** are mobilizing in every section of the city to force the transit issue to a successful conclusion. Widespread public determination in this respect becomes more emphatic every day.

Let us see just where the municipality stands in this matter.

On the 27th of May, 1912, his Honor Mayor Blankenburg appointed a Merritt Taylor as Transit Commissioner, to diagnose the city's transit needs and to prescribe the best methods of meeting them. His report was filed on the 24th of July, 1913.

The report outlined in vast detail what additional facilities are and will be needed, where and how the same should be constructed and what the cost will be.

The Transit Commissioner, backed by the business men and newspapers, secured the enactment of the necessary State legislation which clothed the city with the legal authority, financial ability and executive machinery to carry his recommendations into effect. The most important of this legislation is embodied in the following acts:

An act approved by the Governor on June 17, 1912, authorizing the city to construct, equip, lease and operate subways, elevated railways and surface railways.

An act approved by the Governor on June 1, 1913, creating the Department of City Transit as a municipal agency to carry out the terms of the foregoing act.

An act approved by the Governor on June 17, 1913, making personal property taxable for municipal and county purposes, instead of for State purposes as heretofore. This act adds \$70,000,000, the assessed valuation of taxable personal property, to that class of taxable property which forms the basis of the 7 per cent. borrowing capacity of the city.

**Increased Borrowing Capacity**  
 The borrowing capacity of the city has therefore been increased by 7 per cent. thereon, and the city is thus enabled to borrow \$23,000,000 for transit development; this is a fact because the Supreme Court has so decided in opinion filed by Justice Brown on May 12, 1914, in the case of Maguire vs. the City of Philadelphia.

Director Taylor has recommended that the following rapid transit lines be built by the city:

(1) A north and south subway line, which will extend nearly the entire length of Broad street, with necessary branches and a delivery loop in Arch, Eighth and Locust streets.

The cost thereof will be \$35,000,000.

(2) An elevated railway extending from a point of connection with the present Market street subway-elevated line at Front and Arch streets, via Front street to Kensington avenue, via Kensington avenue to Frankford avenue and via Frankford avenue to Bridge street in Frankford.

The cost thereof will be \$6,500,000.

(3) An elevated railway extending from a point of connection with the Market street elevated line at 30th and Market streets, via South 30th street and a private right of way skirting the easterly boundary line of the University of Pennsylvania and of the Woodland Cemetery to Paschall avenue, via Paschall avenue to Gray's Ferry avenue, via Gray's Ferry avenue to Woodland avenue, via Woodland avenue and for a short distance via private right of way to Darby.

The cost thereof will be \$4,400,000.

(4) A subway-elevated line extending from a connection with the delivery loop at City Hall Station, under the Parkway to North 29th street, thence via North 29th street to Henry avenue, to Roxborough.

The cost thereof will be \$3,500,000.

He calls attention to the necessity of preparing for the construction of this line by the opening of the Parkway, the grading of Henry avenue and by the construction of the Henry avenue bridge over the valley of the Wissahickon.

The construction of this line will have to be deferred until this preliminary work is accomplished.

The cost of the first three mentioned lines will be \$48,500,000.

**P. R. T.'s Share**  
 Director Taylor and the management of the Philadelphia Rapid Transit Company have agreed upon a program for "transit development" whereunder the Philadelphia Rapid Transit Company assumes to equip and operate these municipally owned high-speed lines, if and when built, in conjunction with the present subway, elevated and surface lines of the city in a manner which will furnish the people of Philadelphia with rapid transit facilities between all important sections of the city and enable the people to travel from practically every point in the city to every other point in the city, quickly, conveniently and comfortably, for one cent fare by the joint use of existing surface and high-speed lines in conjunction with the municipally owned high-speed lines.

In securing the Philadelphia Rapid Transit co-operation to the extent provided in the program, it has been arranged that the Philadelphia Rapid Transit Company shall be protected out of the earnings of the municipally owned high-speed lines to an extent sufficient to offset any loss in its existing net earnings which the Philadelphia Rapid Transit Company may suffer by reason of the net diversion of its existing net income to the municipally owned high-speed lines, resulting from participation in the co-operative program. Director Taylor has thus very properly gone the limit of fairness.

**Exchanges Eliminated**  
 Under the terms of the program, the Philadelphia Rapid Transit Company undertakes to eliminate the 8-cent exchange tickets, which are highly discriminatory against persons and localities and which many leading members of the bar have branded as illegal, and to issue free transfers in their stead.

The carrying out of the program now awaits the action of City Councils on the one part and the action of the stockholders of the Union Traction Company on the other part.

The time has come for Councilmen and Union Traction stockholders to heed the voice

of the people of Philadelphia. A prompt decision on their part is demanded by the public.

The program provides, among other things, that the Union Traction Company will be relied upon to aid in securing only such funds as will be required for the normal extension of the existing system, which will be greatly lessened by the establishment of the new high-speed lines.

The par value of the Union Traction stock is \$50 per share, of which amount only \$17.50 has actually been paid in. Therefore, there remains an obligation on each stockholder to pay the remainder; namely, \$32.50 per share, when and as called for by the board of directors. Each stockholder is personally liable for and bound to make such payments under the laws of the State of Pennsylvania.

It has been stated that the normal requirements for the extension of the existing surface system will amount to about \$800,000 per year. If this be correct, then the Union Traction Company stockholders would only have to invest or turn back into the property annually for the time being \$800,000, or an amount equal to about one-half of their annual rental of \$1,800,000, upon which money so invested or turned back into the property they would be allowed interest at the rate of 6 per cent. in addition to their present dividends.

**The Union Traction Stockholder**

In other words, it would simply mean that each Union Traction stockholder would receive at 6 per cent. one-half the dividend which he receives.

The city now is in shape to proceed with its part under the terms of the "Program." The amount of money involved in constructing the first mentioned lines is \$45,900,000, upon which to secure this money the city's annually increasing borrowing capacity and the added borrowing capacity provided by the Personal Property Tax Act in the amount of \$39,000,000, plus the annual increase thereof, will be available.

The pending Constitutional amendment will still further increase the city's borrowing capacity by about \$60,000,000. It provides for the payment of interest accruing during the constructive period out of loan funds, instead of out of current revenue, and permits the city to issue 50-year bonds instead of 30-year bonds, thus cutting down the annual sinking fund requirements from 2 1/2 per cent. to 1 per cent. Several other important features are also included. This amendment will be acted upon by the Legislature at the forthcoming session and finally by the people in the general election in November, 1915.

**The City's Part**

The city's part in the undertaking as outlined only involves the raising of \$45,582,000 during a period of four years (little of this money will be required during the first year). The maximum total ultimate annual charge thereon (sinking fund payments included) would be 6 1/2 per cent. on the cost, if the Constitutional amendment were to fail of adoption. This total annual charge, however, will be reduced by the adoption of the Constitutional amendment enabling the city to issue 50-year bonds instead of 30-year bonds, to an average of 5 per cent. of the cost. Taking the basis of 6 1/2 per cent. per annum, the total maximum possible fixed charge, including sinking fund payments, required to discharge the entire indebtedness representing the total cost of the lines within the term of the bond issue, would be \$3,033,500 per year, and it is practically certain that the average fixed charge will be reduced to \$2,295,000 per year under the new sinking fund requirements prescribed by the Constitutional amendment. In any event this annual fixed charge will be offset by the following items:

(1) The net earnings produced by the operation of the facilities, in excess of reasonable payments allowed the operator.

(2) By the increase in tax collections resulting from increase of taxable valuation of real estate, produced by the construction and operation of the new high-speed lines, probably \$1,000,000 per annum and upwards.

(3) By the value of time saved the traveling public in Philadelphia, which, on a basis of 15 cents per hour, would amount to upwards of \$1,929,000 per annum.

(4) By the elimination of the exchange ticket charge, which is now imposed upon the public, amounting to upwards of \$800,000 per annum.

(5) By the 1 mill tax on personal property, formerly collected by the State and surrendered by the State under recent legislation to the city as a practical subsidy in aid of transit development, nearly \$370,000 per annum.

(6) By the operation of the sinking fund in discharging the total cost of the lines within the terms of the bond issue, to the end that Philadelphia will thus ultimately be in possession of these lines free of debt as a great income producing municipal asset.

(7) By the many broad advantages which will accrue to the city, traveling public, property owners and the people in general, resultant from the establishment of an adequate and efficient transportation system.

**Return to City**

Leaving out of consideration the income produced and secured to the city by the operation of the municipal lines, we shall thus have indirect but tangible and permanent return to the city and to the citizens, totaling upwards of \$4,309,000 per annum, to offset an annual fixed charge of only \$2,295,000, which includes payment of the total cost of construction during the term of the municipal bond issue. This annual charge will disappear with the extinguishment of the bonds.

Director Taylor is right in urging that there shall be no delay in establishing the recommended high-speed lines and operation thereof in a manner which is essential to the welfare of the people of Philadelphia.

If the existing companies fail to promptly join together and accept the generous protection afforded by the terms of the program, the citizens of Philadelphia will establish the high-speed system regardless of that fact. The only change in plans necessary will be provision for a Chestnut street subway to connect the Frankford and Wood-

land avenue elevated lines, instead of their being connected with the present Market street subway-elevated line through the business district.

The delay on the part of the Union Traction stockholders in ratifying the program for transit development is inviting a disaster to that company which Philadelphia has gone to the limit to prevent. The Union Traction Company stockholders now receive a rental of \$1,800,000 per year on their 800,000 shares of capital stock, of par value of \$20,000,000, upon which there has only been paid in \$17,50 per share, or a gross amount of \$10,600,000. Each stockholder is therefore in receipt of dividends amounting to 17.15 per cent. on the actual cash payments to the treasury which his shares represent. If the city is forced to proceed in establishing its own rapid-transit facilities, without Union Traction Company or Philadelphia Rapid Transit Company co-operation, the Philadelphia Rapid Transit Company will be annihilated by competition, the lease of the Union Traction Company to the Philadelphia Rapid Transit Company will be wiped out and the Union Traction Company will be forced to take back its property, shorn of the advantages accruing to it under the 1907 contract between the Philadelphia Rapid Transit Company and the city. It will also be shorn of the large volume of traffic earnings diverted by the competitive high-speed lines and confronted with the certainty that no distribution of profits to the extent of 17.15 per cent. on the paid in value of the capital stock would ever again be permitted by the Public Service Commission of the State of Pennsylvania in the absence of the present lease or contract with the Philadelphia Rapid Transit Company, which is the sole possible legal justification for that exorbitant return on the investment.

**Rapid Transit Must Come**

Furthermore, in the event of dissolution of the Philadelphia Rapid Transit Company the Union Traction stockholders would be immediately called upon to assume the outstanding obligations of the Philadelphia Rapid Transit Company which they have guaranteed.

The people of Philadelphia expect the existing companies to co-operate with them in establishing the rapid transit system; in return they will afford the existing companies protection against loss in their net income which will result from the carrying out of the co-operative program establishing the new lines.

If the existing companies do not want this protection, the city will go ahead anyway, one way or the other. Which way depends largely on the Union Traction stockholder.

**VIEWS OF READERS ON TIMELY TOPICS**

**Contributions That Reflect Public Opinion on Subjects Important to City, State and Nation.**

**To the Editor of the Evening Ledger:**  
 Sir—It would be little short of an irreparable calamity to the great business interests of Pennsylvania and those dependent thereon for a means of livelihood and employment, to elect a Democratic Governor at this time, because if there is one thing which stands out more clearly than anything else in the ill-advised and erroneous financial policies of the present Administration, it is that of the tariff.

The fact that Doctor Brumbaugh, if elected Governor of Pennsylvania, which he undoubtedly will be by an overwhelming majority, will stand for the maintenance of the most conspicuous Presidential possibilities, of course should act as an added incentive for every Republican and Progressive alike to not only vote for him, but also to see that the real issues are neither clouded nor confused.

EDWARD NEWTON HAAG,  
 Philadelphia, October 21.

**UNDAUNTED BELGIAN EDITOR**  
**To the Editor of the Evening Ledger:**  
 Sir—Among the unconquered heroes developed by the contemporary unpleasantness in Europe, none is more deserving of a round of applause than the unnamed editor of the Independence of Belgium.

Driven out by the German invaders, he calmly moved his plant and staff to Antwerp, where he continued to publish his paper until the shellfire became too warm, when he departed for Ostend. Once menaced by the enemy, he crossed the channel to London, probably checking his typewriter busily on the way. Here he has continued to present the news for the benefit of his refugee compatriots. If threatened by Zeppelins there, his next move doubtless would be to the United States.

In any case, it is safe to predict that the Independence of Belgium will continue to come out. It takes more than shot and shell to upset a born editor. He will set out his paper though the building be tumbling about his ears.

ADMIRER.  
 Philadelphia, October 22.

**A LARGER PORK BARREL**  
**To the Editor of the Evening Ledger:**  
 Sir—Republicans have vigorously opposed the passage of the Administration's war tax measure not because it is a tax, but because it is not a "war" tax. The title given to the bill in Congress is a clever but unscrupulous subterfuge. That the European war should be used as a fiction to cover the dereliction of the Government in carrying out its campaign pledges of economy and to hide its failure to produce the prosperity it promised, is a gross and straight-forward people must condemn. If the Democrats need a larger pork barrel after so many years of hunger, let them frankly eat themselves upon the charity of the country.

J. T. W.  
 Philadelphia, October 21.

**THE IDEALIST**  
 Yesterday I stood on a downtown street corner conversing with a friend. Suddenly his eyes stared fixedly at some one approaching.

"Excuse me," he blurted out. "Here comes a specialist among specialists—a good fellow, but —" at this juncture my friend moved hurriedly away. I was left to the specialist.

Fortwith he unloaded himself. He found me lamentably ignorant of his subject. He freely offered sympathy at my plain ignorance. After which he proceeded to attempt to educate me; he started at A and doubtless had the very definite and fixed ambition of reaching Z before he would be thought of as having finished.

Of course, his words fell flat upon my ears. I tried to assume a look of intelligent interest as he rattled on, but all the while I was doing a tremendous amount of thinking.

Suppose, I thought, this fellow would put one-half the mental and physical energy in his daily work that he puts into golf—for golf it was. I learned he was a mighty golfer. So mighty that it seldom left his mind.

Later I learned that out on the links he was a fellow who assumed a bored sort of air. The reason was quite plain. His energy was all used up in discussing his hobby rather than in actively pursuing it.

You cannot play your hardest if you have consumed a goodly portion of your play-energy during the period for work. If the man with a hobby borrows you with his hobby, don't be surprised when you discover that he really lacks efficiency in his hobby. The man with a hobby has one of the most serious problems of life on his shoulders: To locate and keep the balance between his hobby and the world.

**SCRAPPLE**

**For Bachelors**  
 "My fortune is made," exclaimed the inventor.  
 "What is it now?"  
 "An alarm clock with a phonograph attachment that will reason with a man when it arouses him."

**Political Stuff**  
 (If Alfred Tennyson were press agent for a certain candidate):  
 I come from haunts of booze and rum,  
 Along the Schuylkill Valley.  
 For dead men's votes I beat my drum;  
 I lead the grafters' rally.

With honest men I stand no show,  
 His arms, when they are raised;  
 For men may come and men may go,  
 But I go on forever.

\*Would like to.

**Literary Note**  
 The war has affected M. Anatole France's literary style. Who could have imagined the author of "The Garden of Epicurus," saying before August 2 exactly what he meant. "The French are in a hurry," he says, "are worse than the original criminals. They deserve to be shot without scruple." Irony and pity, M. Anatole France, irony and pity!

**Jabber-Warcky**  
 'Twas Joffre and the Churchill Pau  
 Did Klud and Moltke in the Aisne,  
 All Ypres were the San Soldau  
 And Rennemkampff Lorraine.

"Beware the Przemysl, my son,  
 The Strzyz that bite, the Oles that scratch  
 Beware the dum dum slugs and shun  
 The submarines that catch."

He took his Arras sword in hand,  
 Long time the Antwort for his sought,  
 Then rested by the Crocus tree  
 And stood a while in thought.

And as in Woerze thought he stood  
 The Przemysl with eyes on him came  
 Came Turcoing through the Ulian wood,  
 And Hasselt as he came.

Beeloo! Thourout! And through and through  
 His Arras blade went Beery-au-bac.  
 He left it dead and with his head  
 He came Suwalkung back.

"And hast thou slain the Przemysl?  
 Come to my arms, my dear boy,  
 Oh, Antwerp! day! Caloo, Calasia!  
 He Danzig in his joy.

'Twas Joffre and the Churchill Pau  
 Did Klud and Moltke in the Aisne,  
 All Ypres were the San Soldau  
 And Rennemkampff Lorraine.

**A Munificent Reward**  
 The Guggenheims smelt tin and the fish  
 from the tin smelting, any one finding the conundrum to this answer may keep it.

**Reversion to Type**  
 The time has long gone by, yet the typewriter will occasionally insist upon making it "The Smart Sex instead of The Smart Set."

**What is the Mexican for "Big Stick"?**  
 Francisco Villa, the famous subject of articles by John Reed, spoke yesterday of "my commanders and my people." Not to mention "My Polices."

**Up in the Air**  
 "Flying Competition Off."—Headline. Of course.

**Baggage and Such**  
 The sub-title of Mrs. Fiske's new play is "The Adventure of a Lively Hussy." If the play succeeds it may restore a good word to the public, which now refers to "some damn," "swell chicken," "skirt" and "frail."

**Farwell**  
 She poured benzine upon the stove—  
 The thought, it makes me wince—  
 Her mortal coil she shuffled off,  
 And she ain't benzine since.

**The Fallen Hero**  
 The soldier was limping back to camp  
 from the battlefield when suddenly a vision in white rushed toward him. Upon the face of her dress he saw the insignia of the Red Cross.

"Poor fellow," she cried, "you are wounded." The soldier gazed long and sadly into the blue eyes of a woman furrowed his brow. He seemed to be having a struggle with himself. Then he shook his head.

"But you must be injured," she insisted. "You are limping." The soldier fought the good fight against temptation, and again he won. Lowering his head, he muttered:

"Tight shoes, ma'am."

**Annoying Items**  
 "Would anger e'en a courteous Don,  
 And drive him almost to the border  
 Of peevishness, to find upon  
 The elevator 'out of order.'"

And who has not reviled and cursed,  
 Emitting, at the least, a "damn."  
 When, after waiting long, the first  
 Ten cars are labeled "to the barn!"

**Topics of the Day**  
 July—Weather.  
 August—War.  
 September—War and Weather.  
 October—Weather and War.  
 November—Weather.

**Expert Advertising**  
 "Your gallery seems to be drawing quite well. Last time I was here the place was nearly empty."

"Yes, the wife of one of our stockholders belongs to the Civic Club, and we had her start a crusade to drape some of the statuary."

**THE BABBLING FOOL**  
 "We must get back," say the unduly wise folk, "to the fundamental facts of life."

A fine inspiring alliteration. The fundamental facts. One thinks at once of the great emotional forces at work in the great and chaotic drama from which life springs and a lot of nonsense in that vein. Life may be a fundamental fact, to the living. Perhaps Death is also. But all other facts are equally fundamental. To say that sex, for example, is more fundamental than society is exactly as sensible as saying that dogs are more fundamental than horses.

And pleading the babies' nudity as the reason.